

CHINA MAIL
TYphoon Map &
GUIDE.
PRICE.....50 cent.

The China Mail

ESTABLISHED 1845

AGENTS
Agents for the "China Mail" and "Overland China Mail" may be made to our Agents in the following ports—
Takao, PATELL & CO.,
Foochow, BROCKHURST & CO.,
Shanghai, KELLY & WILSON LTD.,
Yokohama, KELLY & WILSON LTD.,
Manila, A. S. WATSON & CO.

No. 16,275.

五十年七月七日

HONGKONG, WEDNESDAY, JULY 7, 1915.

卯乙大歲年四月廿九日

R.I.C. \$3.00 Per Month

A. S. WATSON & CO., LTD.

Wind & Spirit Merchants
ESTABLISHED 74 YEARS.

Agents for

MESSRS.

W. & A. GILBEY'S
WINE & SPIRITS.

MESSRS.

JOHN DEWAR & SON'S
SCOTCH WHISKY.

MESSRS.

JOHN JEFFREY & CO.'S
 PILSENER BEER.

INTERNATIONAL MOTORING.

Race at Indianapolis.

The International 500 Mile Sweepstakes, run at Indianapolis on June 1, for prizes valued at nearly £15,000, and witnessed by 70,000 people, resulted as follows:

1 Mercedes (Ralph de Palma); time 5h 33min 55 sec.; average 59.84 miles an hour.

2 Peugeot (Dario Resta); time 5h 37min 53.4 sec.; average 59.28 miles an hour.

3 Stutz (Gill Anderson); time 5h 42min 27.57 sec.; average 57.60 miles an hour.

4 Stutz (Earl Cooper); time 5h 43min 3.00 sec.

5 Duesenberg (Edward O'Donnell); time 5h 8min 13.27 sec.

6 Peugeot (Bob Barman); time 5h 15min 10.61 sec.

Average in 1913 ... 58.47 miles an hour.

Average in 1912 ... 75.92 miles an hour.

Average in 1911 ... 78.70 miles an hour.

Average in 1910 ... 74.59 miles an hour.

Value of prize to winner, £35,000 (approximately).

Three Sunbeam cars, one driven by Porpoise Grant van Raita, also ran.

They proved their splendid running powers, but were not amongst the prize-winners.

This year's race was the first held in which no person was injured.

Palma drove a consistent race, and at no time was he worse than fourth. He wrested the lead from Resta in the 17th mile, and continued in front up to the 37th mile, when he stopped. He quickly recovered the lost ground, who he happened to be, and reached the line in 5h 42min 27.57 sec. and was forced to make a tire change. As a result, Palma never was headed, although Resta pushed his car to the limit.

The race was so hotly contested that in the second century for a distance of fifty miles a blanketed might have covered the three leading cars.

A FALLEN SOLDIER'S ROMANCE.

A war Romance from the Alps is reprinted in the Swiss newspapers.

Serving as chamberlain to a famous Oberland hotel, a beautiful girl of eighteen. About five years ago a young Englishman visited the hotel, and fell in love with her. He proposed marriage, and she accepted. But as soon as his parents heard of it they sent for him to come home at once, offering as a solace to the poor little Swiss maid a cheque for £200, which she indignantly refused.

At the same time, however, the young Englishman vowed eternal fidelity to the girl, and said he would never marry anyone else.

The sequel came a week or two ago, when a notary called at the hotel and asked to see the chambermaid. He informed her that her officer lover had fallen in battle near Ypres, leaving her a legacy of £2,000.

The first marriage by proxy, as permitted for soldiers serving at the front by a law which was passed a month or two ago, as celebrated on May 18, in Paris. The "bridegroom" was a barister who is mobilised; he was represented at the ceremony by one of his friends.

A pretty primrose seller, the daughter of a prominent British General, the other day nearly scored off a well-dressed young slacker. The latter, having purchased a bunch of flowers, evidently considered himself entitled to a flirtation with the fair vendor. Glancing at her rosy cheeks and the bloom in her basket, he remarked softly: "What an exquisite blend of colours! Deucedly attractive, you know." Since you had colours so attractive, remarked the maid, "why not be a man and join them!"

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD-LIVER-OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

PRICE: \$1.25 and \$1.50

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
Forgings Castings and Repairs
PUMPS INJECTORS AND ENGINEERS STORES
SHIPPED TO ORDER

Write for Prices

W. S. BAILEY & Co. Ltd.
ENGINEERS and SHIPBUILDERS.
Sole Agents for KELVIN MOTORS.
STEAM LAUNCH FOR SALE OR HIRE.

LEE YEE'S
HAIR DRESSING SALOON.
Electric Facial Massages with
Massage Cream, Perfume,

By
EXPERIENCED HAND
Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.

12, D'Aguilar Street.
Hongkong, July 6, 1915

HOTELS

KINGSCLERE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill
district, overlooking the Botanical
Gardens and facing the Harbour.
Numerous quiet Suites with luxuriously
fitted Bathrooms. Telephones and Electric
Fans. Telephones in Bedrooms and Sitting-rooms
throughout.

Telephone No. 1122.
Cable Address: "Sachsen."
A.B.C. Code #42 Pd.
Hongkong, September 1, 1906.

KING EDWARD HOTEL

Central Location.
A.M. Electric Tram Fare Entrance.
Electric Lifts, Fans and Lighting,
European Baths and Sanctuaries, Fittings,
Hot and Cold Water System throughout.
Best of Food and Service.

TELEPHONE 373.
TELEGRAPHIC ADDRESS:
"VICTORIA" FRANK L. COOKE,
Manager.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT &
EXPORT

LARGE WHOLESALE & RETAIL
STORE

FURNITURE, Draperies, Groceries,
Books and Shoes.
Makers of Jewellery, Lacquers,
Crockery Ware.

Iron-mongery, Wine and Spirits.
Foreign Clothes for gentlemen made to
order by our own tailors.

Large assortment of Chinese Silks and
Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.

SUP FAT POO STREET
Tel. No. 1406. CANTON and
No. 237, 239, Des Voeux Road
and No. 130, Connaught Road Central.
Tel. No. 811. Hongkong.

NORTH BRITISH & MERCANTILE
INSURANCE CO.

IN WHICH ARE KEPT THE SHARES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.

and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL Funds at 31st December, 1913.

£21,302,185.

I.—Authorized Capital £25,000,000

Subscribed Capital £24,500,000

Paid-up Capital 22,437,500

Life Funds 3,899,124

II.—Life & Annuity Funds 10,136,160

Sinking Fund Account 93,512

£22,561,285

Revenue Fire Branch 2,567,158

Life and Annuity 1,973,269

Branches 245,692

Revenue Marine Department 25,692

Other Receipts 430,193

£25,233,015

The Accumulative Funds of the various

Branches are separately invested and, by

Act of Parliament, are let aside towards

the claims under the Company's Business.

SHEWAN TOME'S & CO.

4624.

Hongkong, September 6, 1915.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

If you have lost your appetite, one of
the big variety of fancy dishes at the
ALEXANDRA CAFE is sure to tempt

BUSINESS NOTICE.

THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF
HONGKONG LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE
MATERIALS, BRASS AND IRON FOUNDRY, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS,
WELDING AND CUTTING OF METALS BY OXY-ACTETYLENE,
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway

Rolling Stock, Bridges and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737 x 88 x 34 ft.

Pumps empty Dock in 2-3/4 hours.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement

In Casks of 275 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

EFFERVESCENT SALINE

For purifying the Blood
and cooling the system.

REFRESHING INVIGORATING.

Price \$1.00 per bottle.

Prickly Heat Lotion,
Prickly Heat Powder.

THE VICTORIA DISPENSARY.

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manilla ROPE

STRAND 5" to 15" CIRCUMFERENCE

CABLE-LAID 5" to 10" CIRCUMFERENCE

4 STRAND 3" to 10" CIRCUMFERENCE

Prices, Samples and full particulars will be forwarded on application.

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

MUMEYA.

"While you wait" Photography
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. NO. 254.

Hongkong, April 1, 1912.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDRIES. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Town Office: 42, Connaught Road Central, Hongkong.

Wharf, Shau Kei Wan, Kowloon, Hongkong.

Estimates furnished on application.

WONG FING WA, Manager.

Bournville

The "COCOA de Luxe"

INTIMATIONS

G. FALCONER & CO., LTD.,
WATCHMAKERS & JEWELLERS.
Hotel Mansions.

Agents for ADMIRALTY CHARTS.
ROS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

THE ONLY EXCLUSIVE
ENGLISH TAILORS
IN THE COLONY.

Diss Bros.

No. 1 WYNDHAM ST.
(Floor Six)
ESTABLISHED 1800.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, YOSHINO-TANI, KISHIDA-KA, HOJO, KANADA, NAMASU, SAKO, SHINNEN and KAMIYAMADA Collieries.

AGENTS for SAKITO, A GIUBARI COALS.

HEAD OFFICE: TOKYO.
BRANCH OFFICES:
Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Hakodate, Kobe, Osaka, Kure, Tokyo, Yokohama, Nagoya, Tsingtao, Shanghai, Hongkong, Hankow, Peking.

Tel. ADDRESSED for above: IWASAKI
Codes—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,
Manager,
No. 2, PEPPER STREET,
HONGKONG.

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NOTICE.

A SPECIAL PERMIT has been issued
to the Steam Launch "MOLLIE" for the accomodation of ship officers, going
on board at night: fare \$1 per head.

The launch will leave Blake Pier at 10 p.m. and 11.30 p.m. and must return to her moorings at Observation Point by 1 a.m.

SHOULD THIS RULE BE IN-
FRINGED THE PERMIT WILL BE
WITHDRAWN.

DUE TO THE PRESENT
DEVELOPMENTS MADE IN
THE WAR, ALL TRAVEL
BETWEEN HONGKONG AND
THE CONTINENT WILL BE
STOPPED AT 10 P.M. AND FROM WEST TO EAST
AT 11.30, SO THAT THE SPECIFIED TIME MAY
NOT BE EXCEEDED. ALL FARES MUST BE PAID
BEFORE LEAVING THE PIERS FOR WHICH A VOUCHER
WILL BE GIVEN BY THE CROWNS.

WILLIAM C. JACK & CO., LTD.
Hongkong, July 2, 1915. 576

HONGKONG GENERAL CHAMBER
OF COMMERCE.

NOTICE IS HEREBY GIVEN that at
an EXTRAORDINARY GENERAL MEETING OF MEMBERS to be held
on MONDAY 15th July, at 12 noon in the
CHAMBER OF COMMERCE, NEW GOVERNMENT BUILDING,
the following resolutions will be
proposed and if carried by a majority of
those present and entitled to vote will take
effect.

1. That, in the opinion of this Extra-
ordinary General Meeting of the Chamber,
it is inconsistent with the purposes for
which the Chamber was formed and
with the obligations towards the Government
and the public with which the members of the Chamber as a whole, the
members who are the subject of a nation
between which and Great Britain a state of
war exists, should continue to be a
member.

2. That accordingly the Rules be altered
by the addition of the following new Rule
to be numbered XXVII:—

"Any member who is the subject of
a nation between which and Great
Britain a state of war exists shall ipso
facto cease to be a member."

By Order,

A. R. LOWE,
Acting Secretary.
Hongkong, June 30, 1915. 670

DAIRY FARM NEWS.

BUTTER & CHEESE.

The following prices approved by
the Food Committee will come into
force on and after 24th May, 1915.

Dairy Butter.....	\$1.10 per lb.
Dairymaid Butter.....	\$1.00
Buttercup Butter.....	90
Fatty Butter.....	80
Cheese.....	70

65

THE NEW FRENCH REMEDY.

THERAPION NO. 1

CURE FOR DISEASES OF THE DIGESTIVE SYSTEM.

THERAPION NO. 2

CURE FOR DISEASES OF THE DIGESTIVE SYSTEM.

THERAPION NO. 3

CURE FOR DISEASES OF THE DIGESTIVE SYSTEM.

SOLD BY CHEMISTS, PHARMACIES, DRUGSTORES,
FREE AGENTS, DRUGGISTS, ETC.

BY THE TRADE MARKS WORLD TRADE FAIR MEDALIST.

INSIST ON HAVING THERAPION.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared only by
ENO LTD., 'FRUIT SALT WORKS', LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

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THE NEW FRENCH REMEDY.

WEDNESDAY, JULY 7, 1915.

THE CHINA MAIL.



Hughes and Hough

AUTHORS TO THE GOVERNMENT.
AND ADMIRALTY.

General Auctioneers
and
Share, Coal and
General Brokers.

"TO-KWA-WAN"
COAL STORAGE.

Codes used
A.B.C. 4th & 5th Editions.
All TELEGRAPHIC CODE.

Telegraphic Address
MEIRION HONGKONG.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY,
the 8th July, 1915, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c., &c.,
As follows:-

TEAKWOOD—Suites, Chesterfield
Sofas and Chairs (New), Bedroom Suites,
Dining Room Furniture, Toilet Tables,
Wardrobes, Washstands, &c., Sideboards,
Dinner Wagons, Extension Dining Tables
and Chairs, etc., etc.

BLACKWOOD—Cabinets, Chairs,
Flower Stands, Brackets, Marble-top
Tables, Card Tables, Stools, Photo Frames,
etc., etc.

Dinner Services and Crockery Ware,
Cutlery, Cooking Stove, Carpets and Rugs,
Glass and E.P.W. Ware, Electric Reading
Lamps, etc., and Two Pianos.

One New and Complete Encyclopedia
Britannica, 2 Rubber Tyred Rickshaws (in
good condition). A LARGE QUANTITY
OF PONGEE SILK TO BE SOLD IN
SMALL LOTS. Croquet Set, and Lawn
Bowls.

Catalogues will be issued.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, July 5, 1915.

PUBLIC AUCTION

THE Undersigned have received instructions from THE LIQUIDATORS OF THE
CHINA MAIL STEAMER CO., LTD., to sell by Public Auction.

on

SATURDAY,
the 10th July, 1915, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A QUANTITY OF
LINEN, ELECTRO-PLATE,
CROCKEY WARE,
&c., &c., &c.

As follows:-

Table Linen, Serviettes, Large and
Small Towels, Pillow Slips and Sheets,
Glass and Pantry Cloths, &c. (new). An
Assortment of Electro-Plated Goods, Glass
Ware, &c.

And

A Large Quantity of Crockery Ware,
Comprising Plates of all Sizes, Dishes,
Tureens, Tea and Coffee Pots, Egg Cups,
Tea and Coffee Cups and Saucers, Hot
Water Jugs, &c., &c.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, July 1, 1915.

585

POSTAGE STAMPS.

(By Fred J. Melville in the "Daily Telegraph.")

"The Daily Telegraph" is asking philatelists to send in stamps and collections of stamps for a great auction sale which is being organised in aid of the Belgian Fund. At a time when appeals are so numerous, there are those who can ill spare new gifts in cash who can yet spare gifts in kind. So stamp-collectors are asked to donate some of their treasures to be sold to carry on the good work which (we owe it to the Belgians) must be carried on until the end of the war. Among my correspondents also are many who, without being collectors themselves, read this column and write me concerning old stamps they have in their possession. All who have such old stamps laid by could put them to better use than to send them us a free offering to benefit Belgium. Gifts of stamps for the Belgian Fund should be sent at once, addressed to "The Daily Telegraph," Belgian Fund, 135, Fleet-street, E.C.

ITALIAN ISSUES.

The kingdom of Italy, as stamp collectors know to-day, is union of a number of States which formerly existed as separate stamp-issuing countries. The early stamps of the Italian States include some of the classic rarities of the philatelic world, but when we come to the stamps of the Union the great majority of the issues of Italy are easily accessible. To begin with, United Italy used stamps of the types which had been current in Piedmont, whose King, Victor Emmanuel II., was declared King of Italy in 1861, but their use was only of a provisional nature pending the receipt of a new series of stamps for the whole of the kingdom, which the Italian Government ordered from London.

Messrs. De La Rue and Co., of London, were the engravers of the first regular issue of stamps for the Kingdom of Italy, and their printings from their own typographical plates were first issued on Dec. 1, 1863. The set then comprised a newspaper stamp of 1 centesimo, and seven letter-post stamps of the denominations 5, 10, 15, 30, 40, and 60 centesimi and 2 lire. The design of the newspaper stamp is an open numeral in an ornate frame; that of the letter-post stamps shows a profile to left of King Victor Emmanuel within a frame designs which differ in the spandrels in each denomination.

NEW PRINTS IN LONDON.

At the beginning of 1865 postage rates on newspapers, printed matter, and letters were raised, and to meet the new rates a numerical stamp design "2" centesimi was prepared in London, and a provisional 20 centesimi letter stamp was created by surcharging the 15 centesimi stamp. To meet the urgent demand for large quantities of the provisional 20 centesimi Messrs. De La Rue prepared additional plates of the 15 centesimi stamps, stamps from these plates being distinguishable by certain "secret" marks, no longer secret to collectors. In each of the new plates the stamps have two uncoloured dots at each side of the band containing the King's portrait, while on one of the new plates there are similar dots added in the spandrels.

A regular 20 centesimi stamp was engraved by the same London firm, and issued in Italy in 1867. From 1868, however, Messrs. De La Rue sent out their plates to Turin, together with experienced workmen, and the stamp-printing was thereafter done under the auspices of the Italian Government. The second

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(For account of Chung Wai Kee of
Shanghai.)

on

WEDNESDAY,
the 14th July, 1915, at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A VAULTANT COLLECTION OF

ANTIQUE CHINESE PORCELAINS,
BRONZES, BRASSES, &c., &c.,

Comprising—

5-Coloured, S-Coloured and Blue and
White Vases, Plates, Jars, Figures, &c.,

Sang-de-boeuf and Powder-blue Vases and
Wall Plates, &c.

Also

Crystal, Ivory and Jade Carvings, and
Lacquer and Porcelain Screens of the
Kings and Knights Periods.

And

A few pieces of Boothow Redwood.

The Undersigned will give 7 days
guarantee as to the genuineness of the
articles offered.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 20, 1915.

449

If you happen to be late you will
be Ousterly and Promptly
and the same. Only at the AMERICAN
DRA CAFE.

THE P. AND O. NUBIA.

ASHORE NORTH OF COLOMBO HARBOUR.

Passenger Exciting Experience.

Ceylon papers by the mail this morning bring details of the mishap to the P. and O. steamer Nubia which ran aground on a sand bar at the mouth of the river Kelani, off Colombo, in the dark hours of the early morning of June 20.

The Times of Ceylon, of June 20, says: "The Nubia, commanded by Captain Lyndon, left Bombay about five days ago with the China mail and was due to arrive at Colombo at 9 o'clock yesterday evening. She was sighted approaching the harbour about three o'clock this morning and appeared to be getting into difficulties and the searchlight was shut off. A very high sea—the worst experienced this moonsoon it is said—was running and there was a very strong wind blowing. Later she appeared to be getting into difficulties and the searchlight was shut off. She was quite close in, and almost on top of the sand bar. Apparently she grounded shortly before 4.45 and two rockets were sent up. She was broadside on the reef with her nose towards the Mutual entrance to the harbour.

REAVE MONSOON WEATHER.

Information was at once sent to the Master Attendant's office and we were transferred to the launch without much difficulty. We did not at this time take our luggage with us, but I am glad to say all the baggage of every passenger has been since brought ashore.

Asked how they managed in regard to meals aboard Mr. Abdulla said: "The excitement quite frightened hunger away, but some of us took a little coffee. None of us took any meals from the time she went ashore until we were landed."

Mr. Abdulla, with the captain and his officers behaved extremely well to the passengers and did all they could to reassure them, as well as to land them and their luggage in safety. So far as he could gather, he added, little actual damage appeared to have been done to the Nubia and he understood that she was taking in very little water.

The jettisoning of cargo, which began on June 21, was continued the next day. To save the vessel from knocking the sides as a result of the action of the waves, two anchors were dropped, one at the forehead and another at the stern.

That there is still a chance of getting the Nubia off, says our contemporary of June 24, is the opinion of the highest authority provided, of course, that the weather does not change for the worse. The Nubia has been taking in some water.

A paper of June 23 states: "The chances of getting the Nubia off the coral reef were somewhat minimised by the storm which blew over Colombo last night, and the position of the vessel had altered slightly by this morning, it being noticeable that she had assumed a more pronounced angle. She was also taking in more water, while the waves were frequently breaking over the starboard side. At noon today it was decided to send out a steamboat from the harbour to make an attempt to tow the Nubia off."

PASSENGER'S EXPERIENCES.

A Times of Ceylon representative obtained an interesting interview with Mr. M. S. H. Abdulla, the well-known Bohra merchant of the Pettah, who was returning from Bombay with a party of twenty-eight—including eight ladies and several children. Mr. Abdulla and those with him had visited Bombay in connection with the wedding of his son, Mr. Gulam Hussein Mooshkoy, who, with his young bride, was also on board the Nubia.

When the Nubia ran aground shortly before a quarter to five o'clock yesterday morning nearly all the passengers were below and most of them were asleep. When the ship began to rock against the side of the reef, many of the passengers were alarmed, but the crew remained calm.

The following were booked to Singapore: The Chief Justice, Straits Settlements, the Hon. Mr. J. A. S. Bucknill K.C., and Mrs. Bucknill, Miss J. Taylor, Mr. A. M. Monkland, Mrs. Staples, Mrs. Rushwady, Mr. G. Grant, Mr. A. M. Goodman, Mr. and Mrs. G. F. Robson, Mr. F. M. Porcher, Mr. F. Archer, Mr. E. G. James, Mr. R. G. Thomas. For Penang there were aboard: Mrs. B. M. Elles, Mr. J. Hutchinson, Mr. E. F. Macdonald, Miss E. M. Gold, Mr. A. R. Thompson, Mr. P. M. Duwon, Mr. D. C. Gill, Mr. T. H. Murray, Mr. E. Simmund, Mr. A. H. Fisher, Mr. E. Vincent, Mr. J. A. Lammer, Mr. S. A. Cromie.

The Nubia had about 800 tons of general cargo for Colombo. A portion of this is wheat she over-carried about a fortnight ago when passing through the Far East on her voyage to Bombay. She had also on board the overcarried cargo for Colombo which the homeward-bound steamer of a fortnight ago was unable to discharge. The transit cargo, it is understood, is not large.

We were informed this morning by the local office of the P. and O. Company that no news has been received of the present position of the Nubia.

Sir James Crichton-Browne, addressing the Asylum Workers Association at their annual meeting in London, said much of the aftermath of war would be felt in the way of their patients. The enormous number of cranial injuries, especially in the trenches, would undoubtedly lead to much mental impairment, and the large number of cases of both to the nerves and overstrain would again bring much heartbreak and other disorders. Asylum workers therefore had their duty to do, not merely now but after the war.

"When day broke we could see the people on the shore quite plainly and, so far as the male passengers were concerned, we felt no alarm since we thought that if the worst came to the worst we could very easily swim ashore."

"The ladies of the East are more timid by nature than the ladies of the West and some of them became very nervous and commenced to cry. So also did the children and in the afternoon the captain decided to send the passengers ashore. It must have been about three o'clock in the afternoon, or perhaps shortly before, that we were taken off in the little pilot

boat to the pilot launch. The sea had become very much calmer now and we were transferred to the launch without much difficulty. We did not

at this time take our luggage with us, but I am glad to say all the baggage of every passenger has been since brought ashore.

REAVE MONSOON WEATHER.

CHAMBERLAIN (London).—Diarhoea remedy, no side effects.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The first preparation made

for combating severe coughs.

CURES any cough that is

only a cough. Very palatable.

FOR ALL CHEMISTS

PHARMACEUTICAL COMPAGNIES

DRUGSTORES, &c.

Price: 6/- 25 and 3/- 25

TO LET

TO LET—JULY.

NORMAN COTTAGE, No. 2, Peak Road, a good room. Apply—
PERRY SMITH, SETH & FLEMING,
5, Queen's Road Central, Hongkong, June 22, 1915. 535

TO LET.

NO. 6, QUEEN'S GARDENS, 1st April. 21
NO. 8, STEWART TERRACE, Peak 1st May. Furnished or unfurnished.
Apply to—DENISON, RAB & GIBBS, Hongkong, March 20, 1915. 211

TO LET.

HOUSES in "TORIES BUILDINGS", Kowloon. Apply to—SPANISH DOMINICAN PROGRESSION, Hongkong, June 6, 1915. 337

TO LET.

A HOUSE in Kowloon Terrace, THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, Dec. 7, 1914. 125

TO LET.

L A HACIENDA B., No. 74 Mount Kellett Road. Apply to—CHATER & MODY, 5, Queen's Road Central, Hongkong, May 17, 1915. 440

TO LET.

FOUR ROOMED FLATS in Hooper Road, Kowloon, and MAY ROAD Hongkong with possession on or about 15th August, new—English baths and kitchen range, hot and cold water. Electric light. First class modern appointments throughout including water carriage system.

QUEEN'S BUILDING.

TO LET the South West portion of the First Floor, including Treasury on Ground Floor, likely in occupation of the JEWELLERY BUREAU.

GODOWN, No. 9 Ice House Street.

OFFICES facing the Harbour between Hongkong Club and Post Office. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, Feb. 11, 1915.

TO LET.

EXTRA TO THE CHINA MAIL.

HONGKONG, WEDNESDAY, JULY 7, 1915.

EXTRADITION CASE CONTINUED.

Liu Leung, a native of San To Chuk, was giving evidence when the case was adjourned.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

LEAVE.

Pte. K. Brayshay's leave of absence is extended to 16. 7. 15.

MUSKETRY PART I.

Recruits of Scouts Company (except No. 3 Section) will attend at King's Park Range on Friday, 9th July, at 4 p.m. to fire the above. Uniform must be worn. Corp. Grimes R.E. will attend.

PARADES.

Parade for Thursday, 8th instant. 5.30 p.m. Nos. 1 and 2 Sections Artillery and left Section M.G. Co. Drill at Headquarters.

5.30 p.m. Right Section M.G. Co. Drill at Headquarters.

5.30 p.m.—N.C.O.s and men of Centre Section M.G. Co., Civil Service Co. and Scouts Company who have not passed out—Squad Drill and Rifle Exercises at Headquarters under Sergt. Major Higby. Recruits under Sgt. Bullock. Remainder nil.

DETAIL.

Gun Club Hill, Kowloon. On duty until 14th instant, H.K.V.R. Detention Camp, Kowloon.

On duty until 10th instant, H.K.V.R. G. N. Stewart, Captain Adjutant, H.K.V.R.

July 7, 1915.

NOTICE.

A meeting will be held in the Recreation Hall, Mt. Austin Barrack, to-day, Wednesday July 7th, at 8 o'clock p.m., to discuss the formation of a local Military Men's Society during the period of the war. Men of all denominations are invited including C.E.M.S., S.C.A., R.A.T.A. and Y.M.C.A. and others. All troops serving in the Garrison whether Regulars, Territorials or Volunteers are invited.

HONGKONG VOLUNTEER RESERVE.

Orders by Major Wakeman, O.C.H.K.V.R.

Hongkong, 7th July, 1915.

PARADES.

"A" Co. will parade on Friday, July 9th, outside the Law Courts at 5.15 p.m. Dress, drill order, shirt sleeves.

Recruits will parade under Sergt. Major Bond on the Cricket Ground at 5.15 p.m. on Monday, July 12th, Wednesday July 14th, and Thursday, July 15th. Dress drill order shirt sleeves.

"D" Co. will parade at Volunteer Headquarters on Wednesday, July 14th, at 5.30 p.m., under Sergt. Major Cooke. Dress drill order.

Signallers will parade at Murray Battery on Wednesday, July 14th, at 5.30 p.m.

CLASS OF INSTRUCTION.

A class of instruction will be held on the Cricket Ground at 5.30 p.m. on Tuesday, July 18th, and Thursday, July 15th, under Sergt.-Major Bond. Dress, drill order, shirt sleeves.

GUN CLUB HILL PICQUET & P. OF WAR CAMP.

The H.K.V.C. will relieve the H.K.V.R. on Saturday, July 10th.

TRANSFER.

Pte. C. W. Ward is transferred to "D" Co.

Lce. Corp. F. Fisher is transferred to "D" Co.

POSTING.

Pte. F. A. Mackintosh having joined is posted to Co. B Sec. 4.

Pte. R. Abraham having joined is posted to Co. B Sec. 1.

Pte. H. Davidson having joined is posted to Co. B Sec. 1.

Pte. J. McH. Leckie having joined is posted to Co. B Sec. 3.

Pte. A. E. Webb Co. C Sec. 1 having been found by a court of inquiry absent from duty without leave since 2nd June, 1915, has been posted as a deserter.

EQUIPMENT.

Members of A, B and C Cos. must exchange their Buff equipment for web equipment at Volunteer Headquarters on application to Sergt. Major Higby before Friday, July 9th, between the hours of 9 a.m. to 1 p.m. and 4 p.m. to 6 p.m.

DAIRY CASE CONTINUED:

Mr Dennis asked plaintiff if he took the liberty of throwing a bucket at Mr Oliphant.

Plaintiff: He kicked me and chased me about.

Did you throw anything at him?—No, certainly not.

Plaintiff denied being absent from his seat on the motor car or that he had been threatened with dismissal for his absence.

Mr Dennis observed that the claim was particularly "vexatious and frivolous." Plaintiff had been several times absent, and his duties included cleaning the car, and unloading.

Mr Oliphant, assistant manager, of the Company said that plaintiff was engaged on a monthly basis. On the morning plaintiff was dismissed he gave witness some "sauce"—"cheek"—and he (witness) took him by the neck and ran him out of the gate. Plaintiff ran back into the yard and took up a bucket and threw it at him.

Cross examined by Mr Gardiner witness said he was not "a coolie driver."

Do you remember any incident between December 14 and 16, 1913? Yes.

The coolies went on strike? Yes. Were you the cause of it through beating a milkman?—No, because of a milkman ill-treating a European, I took the European's part.

Mr Dennis objected to going into "history of the Dairy Farm Co."

Judgment was given for defendants with costs.

Printed at the China Mail Office, Hongkong.

BY TELEGRAPH.

THE BALTIC ENGAGEMENT.
GERMANS PUT TO FLIGHT.

LONDON, July 6.—The fight ending in the stranding of the minelaying cruiser of the *Aleutros* class began at eight in the morning of the 1st inst., and the fog was so dense that sometimes the opposing ships were swallowed up in the darkness, says a telegram from Petrograd.

The Russian ships *Eurik*, *Makaroff*, *Bogatyr*, *Bajan* and *Oly* were returning from the southern Baltic when they met and attacked a light cruiser of the *Augsburg* class, the *Aleutros*, and three destroyers. The *Augsburg*, which was early in action, did the cover of the fog. The destroyers belched smoke, interposing a curtain between the Russian ship and the *Aleutros* while they fruitlessly tried to torpedo the Russian vessels. Eventually the *Aleutros*, with her fore mast gone, listing and vomiting clouds of steam, ran with all speed ashore Gotland. The Russians ceased fire when the *Aleutros* entered Swedish waters, and continued on their course.

The smoke from many funnels was sighted at ten o'clock, and the *Roon*, *Augsburg* and four destroyers came up and were attacked by the Russians. The German ships fled southward in half an hour, and the submarines which were accompanying the enemy ships unsuccessfully attacked the Russians.

The *Eurik*, which was at the rear, was ordered to attack, and engaged two cruisers of the *Roon* and *Bremen* classes. The latter apparently had just arrived, and the *Augsburg*, which was damaged in the previous action, kept to a respectful distance. The *Roon*'s eight-inch guns were successfully silenced by the *Eurik*'s salvos, and was also afire. The Germans fled and disappeared in the fog pursued by the *Eurik*, which was again unsuccessfully attacked by a submarine. The casualties on all the Russian ships were fourteen men wounded.

Upon approaching the Russian coast the squadron was joined by battleships and flotillas of destroyers, the latter repelling submarines, which were most active, especially against the *Eurik*.

THE DARDANELLES OPERATIONS.

DESPATCH FROM GENERAL SIR IAN HAMILTON.

LONDON, July 6.

General Sir Ian Hamilton, Commander-in-Chief of the Forces in Gallipoli, in a report describes events following on the recent big advance at Soghdire.

The Turks attempted to counter-attack in the small hours of June 26th but were repulsed by our artillery and rifle fire and the guns of H.M.S. *Scorpion*. It is estimated that the Turks in a nullah ravine in the region of Keftia left some 2,000 dead.

The Turks at night time attacked with bombs the most northerly trench held by the Gurkhas and wounded an officer. This so infuriated the Gurkhas that they rushed towards the enemy and used their kukris for the first time with excellent effect.

The Australians on the 26th and 27th June were heavily engaged by counter-attacks till the enemy were completely broken. Prisoners affirm that the attack was personally ordered by Enver Pasha against previous stringent orders to not on the defensive.

The Turks on the 2nd inst., after heavy bombardments, again attempted attacks in the region of Soghdire, but the deadly field-guns and rifle fire, especially of the Gurkhas, and the accurate shooting of the *Scorpion*, made the enemy retreat in disorder despite the exhortations of the officers.

Everywhere before the British lines there are masses of Turkish dead. General Sir Ian Hamilton estimates the Turkish casualties from the 25th June to the 2nd July at 5,100 killed and 15,000 wounded.

The British have already collected 510 rifles, 126,000 rounds of ammunition, 100 bombs, equipment, etc.

DEADLY PRECISION OF THE BRITISH GUNNERS.

LONDON, July 6.

A despatch from Reuter's special correspondent at the Dardanelles recounting the battle on June 26th describes the extraordinary character of the terrain over which the fight took place.

Following almost a mile with the sea coast is a long deep ravine which the army calls "the nullah." The river Soghdire flows through the bottom. Between the nullah and the coast, which here ends in a sheer cliff 400 feet high, is a narrow plateau. The British trenches began on the seaward edge of this, being faced closely by the Turkish trenches, and then traversed the plateau and dipped into the nullah, then right across the Peninsula. The British artillery hammered the nullah with the biggest bombardment which the Turks have yet known. The quantity and weight of the heavy guns must have surprised the enemy, while the warships also pummeled the Turkish positions. It was magnificent to see the huge bursts of smoke and dust leaping up in an even line following the course of the enemy trenches; the gunners showing deadly precision.

THE ENEMY ON THE RUN.

The most spectacular moment was when the British advanced along the open ground. Over the lines of trenches already captured they took two lines beyond. The sun was shining on the British bayonets, and the men were advancing magnificently as if no enemy was near. The enemy was got rid of the run, and they could be seen from the ships hurriedly retreating. The work of the afternoon consisted mostly of repulsing enemy counter-attacks. The Turkish artillery was active, but it was outmatched by the British, the latter moving its range as the infantry advanced, and kept a line of shells bursting over the enemy's receding front all day.

LORD HALDANE ON "THE DUTY OF THE NATION."

LONDON, July 6.

Lord Haldane gave an address at the National Liberal Club on the duty of the nation in this crisis. A letter was read from Mr. Asquith in which he paid a tribute to Lord Haldane's signal service to the Empire. He, more than any other, was responsible for the army's readiness, and the letter added that Lord Haldane, from the first, had strongly advocated the appointment of Lord Kitchener to the War Office.

Lord Haldane deprecated the pessimistic attitude of a section of the Press. The simple fact was that the Allies had 280,000,000 millions of population to organise against 120,000,000 millions. If the nation had a concentrated purpose to organise itself for war we should win. There was no time to look for scapegoats. If General Von Doven went he would be irreparable. His technical knowledge and acuity of views was univalued when he, Lord Haldane, was a member of the Government. There was a committed meeting at the War Office in October, presided over by Lord Kitchener and attended by Mr. Lloyd George, Mr. Churchill, Mr. McKenna and others, at which was considered the urgency of enlarging the supply of munitions. They consulted, everyone, and placed orders with munition manufacturers which, if executed, would have placed the country in a tremendous position in regard to munitions. But difficulties arose out of the relations of capital and labour which confounded the calculations of the manufacturers, who were unable to comply with the demand. The nation had not then wakened.

STUBBORN FIGHTING.

LONDON, July 6.

A Petrograd communiqué states that in the direction of Lublin the enemy, after stubborn fighting on the 4th inst., advanced on a front between the Wisla river and Vieprz. All the German attacks on the 3rd inst. and the morning of the 4th inst. between the rivers Vieprz and Bug as far as Skolki were repulsed, we taking hundreds of prisoners.

THE SHELLING OF THE "ANGLO-CALIFORNIAN."

LONDON, July 6.

The "Anglo-Californian" was homeward bound. The Captain made a most daring and skillful escape, but unfortunately he was killed on the bridge by large shells from the submarine. However, wireless calls had gone out, and brought aid, whereupon the submarine disappeared.

BY TELEGRAPH.

THE NATIONAL REGISTER.
STATEMENT BY THE PRIME MINISTER.

LONDON, July 6.

In the House of Commons, Mr. Alden asked Mr. Asquith, the Prime Minister, whether he was able to assure the House, regarding the National Register, that forced labour or conscription were not contemplated. Mr. Asquith replied that no such change was contemplated, though he was unable to indicate the definite form of the machinery which would be employed to direct the energies of those registered in the right channel. He thought the committee of business organisers would be able to help him in the use of that information. Lord Kitchener thought the Bill would assist him to avoid the difficulties with which he had hitherto been confronted; it would avoid the taking of men who ought not to be recruited. He believed that eighty per cent. of the country was eager to do everything which was asked. The Bill would compel the majority to declare that they were doing nothing. The register would be made locally, but for the information of the Government alone. The Government would resist to the utmost the suggestion to withdraw the Bill. It would cost infinitely less than a census, which was £250,000.

In the course of the debate on the measure, Mr. Mond, Mr. Byles and other Liberal members supported the Bill.

Mr. Lambert, the Liberal member for the Crickleigh division of Wiltshire, evoked a storm when he said that if the Bill was passed they would have passive resistance in an aggravated form.

There were cries of "Shame" and "Divide," and Mr. Lambert sat down amid an uproar.

Mr. McKenna, in replying to the debate, emphasised that it was merely a census Bill, and was due to the necessity for discriminating in recruiting and the non-withdrawal of workmen who were necessary for the public needs.

WHAT THE MINORITY FEAR.

The Register Bill passed its second reading by a majority of 253 over 30. The minority was composed of Labour and Liberal members who feared that the measure foreshadowed conscription.

FRENCH LINER SUNK AT THE DARDANELLES.

LONDON, July 6.

A Paris communiqué states that the French liner "Carthage" has been torpedoed and sunk off Cape Helles, at the entrance to the Dardanelles. Sixty-six persons were rescued and six are missing.

QUIET ON THE WHOLE FRONT.

LONDON, July 6.

The Paris evening communiqué states that it is relatively quiet on the whole front. There has been no infantry action, and the only thing noteworthy was the particular activity of the enemy's artillery between the Meuse and Moselle.

Le Prete wood was especially bombarded by heavy guns.

ENEMY AIRCRAFT AT HARWICH.

Admiralty Statement.

LONDON, July 6.

The Admiralty, in reference to the German communiques which stated that air craft had bombed the fort at Harwich, say that the incident, which are otherwise hardly worth notice, are that two German aeroplanes appeared at Harwich on the forenoon of the 3rd inst. Our aircraft drove them off, and the Germans then dropped bombs into the sea and escaped.

SHELL IN SWEDISH WATERS.

LONDON, July 6.

Russia, says a telegram from Petrograd, has expressed her regret that a shell during the Baltic battle fell in Swedish waters, and has explained that this must have been due to fog, and also the thick smoke which was produced by the German destroyers which were fitted with special appliances for preventing accuracy of fire. Russia has promised to strictly observe Swedish neutrality, and says that Russian warships were never less than six leagues from the Swedish coast.

HONGKONG POLICE RESERVE.

LITERARY NOTES.

PARADES (CENTRAL POLICE STATION.) 5.30 P.M.

Wednesday, July 6th. Nos. 1 and 2 Chinese. Also Recruits under Crown Sergeant Alves.

Thursday, July 8th. Nos. 3 and 4 Parrotiers Elephants.

Friday, July 9th. Combined Parade in uniform and with Arms.

Monday, July 12th. Combined Parade for Inspection by H. E. General Kelly.

RECRUITS.

As from this date, the names of all Candidates for membership of the Police Reserve must be submitted to the D. S. R. and none must be sworn in without his permission.

Constable F. E. Rosser will attend the Recruits Parade each Wednesday in addition to his Company Parades.

(Sgd.) F. C. JONES.

D. S. P. (Reserve).

TURKS FEAR OF BULGARIA.

According to information from a good source the Turks, in fear of attack by the Bulgarians, are preparing new works of defence, at Chatala and Kirk Kilise.

EMPTY HOUSES IN YOKOHAMA.

The Yokohama Municipal authorities through the local sanitary associations have carried out investigations as to the number of empty houses in the city on April 1st. The result showed that there were 7,290 empty houses on that date, and as the returns are not complete, the actual number of unoccupied houses was believed to reach 8,000. There were 214 in the Kwancun, 1,671 in the Hamag, 807 in Kanagawa, 2,319 in the Oto-Toba district, and 2,334 on the Bluff. The great number of empty houses is due, says The Kokumin, to people moving out of the city for the sake of lower rents, and also to an increase in joint occupation of houses.

The primary cause of this phenomenon, in his opinion of the Tokyo journal, are business depression and the shifting to Tokyo of many Japanese and foreign business houses.

It is interesting to note that Her Majesty Queen Mary has recently placed an order for a complete set of "Hilts'" books. "Rita" is the only woman writer to whom such a honour has been paid in the present reign.

CAUSES AND CURE FOR DIARRHOEA.

Dr. Hamilton, Ontario, a police constable named Smith, whose wife went down with the "Castorina," resigned. He is now a member of the 3rd Overseas Battalion.

Those dirty bairns," he said as he walked out of the police station, "I murdered my wife and her unborn babe. They may say that, but by God I will wipe out my score first."

At Hamilton, Ontario, a police constable named Smith, whose wife went down with the "Castorina," resigned. He is now a member of the 3rd Overseas Battalion.

Chamberlain's Colic, Colitis and Diarrhoea Remedy cures these bowel disturbances promptly. For sale by all Chemists and druggists.

BY TELEGRAPH.

OUR PRICKLY HEAT POWDER CURES TRY IT

60 cents per tin.

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Price 50 cents.

THE HANDY BOAT FOR MACAO.

THE S.S. "CHUEN GHOW".

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES:—First Class \$2 Single, \$3 Return (Saloon).

First Class \$1 " " " (Saloon) for Chinese.

Second Class 60 cts. Single, \$1 Return " "

Electric Fans throughout. First Class Attentio. Ample Saloons and Cab.

Passengers may sleep on board without additional charge on return ticket only.

THE EASTERN ABESTOS CO.

Sole Agents for

THE GANDY BELT

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Seacombe, Cheshire, England.

Large Stocks of "Gandy" Belting and Belt Fasteners.

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Telephones "Corrigated" 4000.

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STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

FOR	STEAMERS	To Sail	REMARKS
CHANGHAI	(ORIENTAL.....)	About 15th July.	Freight and Passage.
LONDON, VIA USUAL PORTS (SARDINIA.....)	Capt. A. L. VALENTIN,	15th July.	Noon. See Special
OF CALL.....	Capt. T. JEFFERY.	17th July.	Advertisement
LONDON via USUAL PORTS (FLASHGAR.....)	Capt. H. N. RIVERS, P.M.	18th July.	Noon. Freight and Passage.
OF CALL.....	Capt. D. AMBURY,	19th Aug.	About 1 Freight and Passage.
SHANGHAI MOJI KOBE (NORE.....)	Capt. D. AMBURY,	19th Aug.	About 1 Freight and Passage.
A YOKOHAMA.....	Capt. D. AMBURY,	19th Aug.	About 1 Freight and Passage.

Subject to immediate alteration without notice.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWITT. Superintendent.

P. & O. S. N. C. Office.

OSAKA SHOSEN KAISHA.

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in connection with THE CHICAGO MILWAUKEE &
ST. PAUL RAILWAY,
For VICTORIA and TACOMA via KEELUNG, SHANGHAI,
NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

S.S. "TACOMA MARU".....Capt. J. Hamada.....Thursday, 15th July at 3 p.m.
S.S. "PANAMA MARU".....Capt. J. Kaseo.....Monday, 19th July at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted room for carrying SILK, Treasure and Parcels.

For BOMBAY via SINGAPORE PORT SWEETHEATHAM
PENANG AND COLOMBO.

S.S. "DAIREN MARU".....Capt. S. Nemoto.....

For TAMSUI and KEELUNG via SWATOW and AMOY.

S.S. "DAIJIN MARU".....Capt. K. Murakami.....Thursday, 12th July, at Noon.

S.S. "KAIJO MARU".....Capt. T. Yamamoto.....

For TAKOW via SWATOW and AMOY.

S.S. "SOSEI MARU".....Capt. A. Kobayashi.....Thursday, 8th July, at 10 a.m.

FOR HAIPHONG (DIRECT).

Captain.....Leave
Steamer.....Displacement Tons & Speed.....Leave Hongkong.

"KEIGO MARU".....Imai.....Saturday, 10th July at 10 a.m.

"DAIGI MARU".....T. Konishi.....

These Steamers of Coast and Harbor Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive to and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO

H. YAMAUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN &
AUSTRALIAN
STEAMSHIP CO.
LIMITED.
MAIL
TO AUSTRALIA, via MANILA

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVES HONGKONG FROM AUSTRALIA	LEAVES HONGKONG FOR AUSTRALIA
EMPIRE TRAVELLER ADRIATIC ST. ALBANS	18th July. 2nd August. 23rd August.	22nd July, at 11 a.m. 9th August, at 12 a.m. 23rd August, at 11 a.m. 17th Sept., at 11 a.m.
THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to	GIBB, LIVINGSTON & CO. Agents	

NATAL LINE OF STEAMERS

TAKING Cargo or through Bills of Lading to SOUTH AFRICAN PORTS with transhipments at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO. LTD. AND APCAR LINE. Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
S.S. "LAIBANG"	10th July	A Natal Line steamer	Beginning of August.
For Freight and further particulars apply to	DODWELL & CO., LTD.		Agents

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL
(With liberty to call at the Malabar Coast).

FOR NEW YORK via HUZZ CANAL.....On or about 13th July.

S.S. EGREMONT CASTLE.....On or about 13th July.

For Freight and further particulars apply to

DODWELL & CO., LTD. Agents

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TYphoon Signals.
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Tamar, Green Island, Standard Oil Premises, Lubchuk and H. O. Quarters, Lyneham.

A CONE indicates a Typhoon point upwards to the North of the Colony.

A CONE point upwards and DIAMOND below indicates a Typhoon to the North-East of the Colony.

DIADEM indicates a Typhoon to the East of the Colony.

A CONE point downwards and DIADEM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and DIAMOND below indicates a Typhoon to the South of the Colony.

A CONE point downwards and DIAMOND below indicates a Typhoon to the South-West of the Colony.

A CONE point upwards and DIAMOND below indicates a Typhoon to the West of the Colony.

A CONE point upwards and DIAMOND below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as hitherto, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made by the Water Police Station, and repeated at the Harbour Office:-

THREE REDLIGHTS SHONE, AT INTERVALS OF ONE SECOND.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H. M. S. Tamar.

I. Three Lights Vertical Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be hoisted during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gow-Rock, Aberdeen, Wangan, Kai Kung, Tai Kok, Cape Collinson, Shek Tsui, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further, it can always be given to the Royal Navy, increased by signal, from the Royal Navy.

J. W. JEFFRIES,
Director.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A1, A B C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watkin's Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of Light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS							
NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEP. MOVER MILL AT ORDINARY SPRING TIDES	RISE OF TIDE IN FEET	SWINGS	NEAPS	WIND
KOWLOON	700' (217' top)	70' (21' top)	10' 6"	7' 6"			
No. 1 Dock, Kowloon	700'	70'	10' 6"	7' 6"			
No. 2 Dock, Kowloon	700'	70'	10' 6"	7' 6"			
No. 3 Dock, Kowloon	700'	70'	10' 6"	7' 6"			
Lower Slip, No. 1, Kowloon	240'	20'	10' 6"	7' 6"			
Patent Slip, No. 1, Kowloon	240'	20'	10' 6"	7' 6"			
TAL-KO-LTSU	400'	11'	10' 6"	7' 6"			
Commodore's Dock	400'	11'	10' 6"	7' 6"			
ABERDEEN	400'	11'	10' 6"	7' 6"			
Hoppe Dock	240'	14'	10' 6"	7' 6"			
Lancon Dock	240'	14'	10' 6"	7' 6"			

Please Address Enquiries to the Chief Manager,

1407.

R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong.

STEAMERS EXPECTED.

MORNING

The P. M. S. S. Co.'s a.s. Mongolia sailed from Yokohama for Hongkong via Kobe, Nagasaki and Manila on the 1st July, and is due here on the 13th July. The mail for Hongkong has been transferred to the N. Y. K. a.s. Hakata Maru expected here on the 9th July.

Other Vessels.

The Australian Oriental Line a.s. Taiping left Port Darwin for Hongkong via Philippine Ports on the 29th June, and may be expected to arrive here on or about the 9th July.

The Shire Line, Ltd. a.s. Endeavour left London on the 27th May, is due here on the 12th July.

The E. & A. a.s. Eastern left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 23rd June, and may be expected to arrive here on or about the 13th July.

The a.s. Sangpo sailed from Calcutta on the 1st July, and may be expected here on or about the 18th July.

The India Line, Ltd. a.s. Maurya left Vladivostock for Shanghai on the 30th May, is due here at end of July.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

JULY 7, 1915. - a.m.

Wind

Station. Hour. Temperature. Humidity. Force. Weather.

Wind. Rain. Sun Level.

Pressure. Barometer. Sea Level.

Clouds. Sky.

Clouds. Sky.